

Oldtime Steamers a Problem for Drivers

Veteran Auto Man Tells of Troubles Met by Pioneer Owners.

BURNT-OUT BOILER A COMMON MISHAP

Eveland Had Exciting Time Making New Record from Springfield to New York.

This is the third of a series of articles by veteran in the automobile industry, describing the experiences of the pioneer drivers who were the first to take the automobile to the highways. The first article was published in the Tribune on March 1, and the second on March 3.

No. 3—By FRANK EVELAND.

Let others say what they will about the hardships of the pioneers in the New York automobile field. I look back sixteen or seventeen years, and I recall the best lot of fellows in the world; the pleasantest days, and the hardest but most engrossing work I have ever done. What was an hour or two, or even a day, in fixing up a disabled steamer? It was "out" machine, and we had the satisfaction of knowing that we kept as many of them running as the other fellows.

The Spalding Building, in West Forty-second Street, was new when the horseless carriage came to town to be sold, and we handled the Mobile, built by John Brisben Walker, at Kingsland Point, Tarrytown. One had to be an engineer to manipulate an early steamer; in fact, the Police Department required every operator to pass an examination, and in other ways to convince us that we were interlopers on the streets, and not, as we know now, the pioneers in one of the greatest of industries.

I had been running a chain of bicycle stores, and joined the Spaldings to manage their bicycle department. Mr. Spalding became interested enough to take the agency for the little steamer, and naturally I drifted into the selling of them.

What rattletaps they were! But we had great faith in them, as opposed to the gasoline cars, and none of us would admit that even the aristocratic French machines could do anything that ours were unequal to.

William K. Vanderbilt, Jr., was one of the early enthusiasts, and his particular pet was a Panhard which he called, I think, the White Ghost. He floated around the country in that, making unheard-of speed and putting up such records for long distance and speed that the steamers were almost eclipsed. One of his best runs was from Springfield to New York. I forget how many hours it occupied, but it was a great performance, and I decided to try for it.

If I live to be 100 years of age I'll never forget that run, nor, perhaps, will some of those who saw me in the dusk laboriously covering the final miles into New York. I took W. F. Brown, our treasurer, with me, and as our machine had capacity for only ten miles on water and twenty miles on gasoline, we carried cany. rails for extra supplies.

We took our time going up to Springfield, and I located every roadside watering trough and every drug store on the road. Gasoline could be bought on drug stores.

We left Springfield the next morning at daylight. It was a hot, blistering day, and we pushed the little car to its limit. Every time we stopped I started the mechanic on the run for whatever we required, and we made

such time that I knew we could better Vanderbilt's time if the car stood up. Finally Brown went on strike, hiked over to a railroad station and left me alone with a steamer that was leaking steam through every joint and brakes that were almost worthless.

That was mid-afternoon, and I determined to keep going. The leather was worn from the inside of the tin brakes, but I bought several pounds of rosin, and by dropping it in they would hold fairly well. When I used them there arose such a shrieking as might have been made by hundreds of violins.

When I put on the brakes on the hill at Port Chester after dark, and this awful screech sounded, fully a quarter of the population rushed to the street to find out where the riot was. All they saw was a cloud of steam, with two little oil lamps peeping through it. I made New York about 9 o'clock, almost dead, but an hour ahead of the record, and the proudest man in the city.

Our customers knew little or nothing about the operation of the steamers, and they were continually burning out the boilers. That meant a call for help; perhaps only half a mile of travel, and just as likely, to Highbridge. I would find the gauge showing plenty of water—stopped up, however, and all the pipes contracted through the heat. That meant pushing the machine to the nearest shade tree or lamp post and getting the front of it into the air with the aid of a rope and pulley. We sold an expanding tool, tapered like a lead pencil, and with that the pipes could be expanded and the car would run again.

Stops like that, or crossing ferries, on which we would have to put out the flame, meant getting up steam anew, and for that we used what was called a starting iron. It was a little carved pipe, one end fitting to the gasoline tank, the other perforated. Laid on a piece of burning waste that had been oil-soaked, it would quickly heat and would spray the gasoline so that the necessary spark would be obtained.

At the first show in Madison Square Garden we had an incline built up the side of the tower about fifty feet long and steep enough to make it difficult to walk up. I don't know what the grade was. To make our car climb that we screwed a nut on the safety valve, and just before the machine was due to go literally up in the air Joe McDuffie would make the run to the top. Then four roustabouts would turn it around and Joe would descend triumphantly. Great! The first gasoline car we handled was the three-wheeled Knox, which had no reverse gear. It had a one-cylinder motor, air cooled. The steering gear was adjustable, and when we wanted to turn around in a narrow street we would throw the handle to the front and lead the car around as a boy does with a toy express wagon. There was a good demand for them, and I still have some customers who have their old machines and wouldn't part with them.

We sold the Waverly electrics when they came out. They had a radius of twenty-five or thirty miles, and most of them had to be towed part of the way on every trip, because the owners would take chances on the amount of juice they had.

The Duryea Model L, a little gasoline car, came along about 1900. It had seats back to back, and was considered pretty neat. Then came the four-cylinder Stevens-Duryea in 1904, and later on the "Six."

I am about through, I think, with the automobile business. The Stevens-Duryea business is drifting into history, and when I get affairs cleared up in about six weeks I'm going on a long automobile tour, and then come back and play golf for the rest of the year. Al Reeves says I'm not through, but I think I'll fool him.

AUTOMOBILE COURSE AT THE PANAMA-PACIFIC EXPOSITION SHOWING THE GRAND PRIZE RACE OF A WEEK AGO IN PROGRESS



HOWARD WILCOX AT WHEEL OF CAR IN WHICH HE FINISHED SECOND IN BOTH GRAND PRIZE AND VANDERBILT CUP RACES.

ALBANY POST ROAD AGAIN THREATENED

Defence Association Fighting Bill That Would Legalize Trolley.

The annual effort to repeal the Burns law is again being made, and property owners along the Hudson River and motorists generally are anxiously watching the course of events in the Legislature at Albany. The repealing bill was introduced in the Assembly by Walter W. Law, Jr., and in the Senate by George W. Slater. Passage of these bills would permit the building of a trolley line along the historic Albany Post Road.

By those who oppose the trolley proposition it is claimed that there is no public demand for it, or at least that no line thus situated could be run with profit. To prove the assertion the running of a bus line was tried about two years ago. It was abandoned because of a lack of business.

The Burns law, which was passed away back in 1906, reads as follows: In 1900, certain traction people and some of the residents thought that a trolley line would be a good thing for the community, and since that time every year a bill has been introduced favoring the repeal of the Burns law. Every year, with the exception of one, the bill has either been defeated or has sleet on a committee shelf, but in 1915 is no exception to the rule.

Happenings of Interest Along Automobile Row

Resta Took Bride with Him When He Went to Coast for Big Races.

DANGER POINT ON COLUMBUS CIRCLE

Turn South Into Broadway Menaces Pedestrians—MacShane Back to South.

In connection with the victory of Dario Resta in the Grand Prize race a week ago, it develops that New York was the centre of a romance in which the Italian driver played one of the principal roles. Just two days before he journeyed to the Coast to begin practice Resta married Miss Mary Wishart, a sister of the late Spencer Wishart, and his nineteen-year-old bride sat in the grandstand and urged him on to success over the muddy, dangerous exposition circuit.

Resta is credited with having taught Spencer Wishart to drive an automobile. The former Miss Wishart met him in England when he was captain of the Sunbeam racing team. He came to New York about a month ago with a contract to drive a Peugeot in the Grand Prize and Vanderbilt Cup races.

Last fall Spencer Wishart married an Indianapolis girl a few days before the running of the Elgin National road race, at Elgin, Ill. In that race his car turned over and Wishart was so seriously injured that he died within an hour.

Columbus Circle at the turn into Broadway continues to be a place of extreme risk for pedestrians who are compelled to cross the street, because of the wide swing of southbound motor traffic, which juts out to a point. Apparently the only reason for not taking eight or ten feet off this point is that it would affect the contour of the circle. But Columbus Circle isn't a circle any more than Times Square is a square.

After waiting five days for some sort of an official report on the Grand Prize race, George A. Einstein, treasurer of the Peugeot Auto Import Company, sent the following telegram to the team manager at San Francisco on Thursday: "Rumored here Peugeot won Grand Prize race. Please confirm or deny." On Friday came the answer: "Yes, Peugeot won. Expect to win Vanderbilt Saturday."

Some day, by the way, some one will catch and administer proper punishment to the man responsible for calling it the Grand Prix. It is officially the Grand Prize of the Automobile Club of America and quite as American as the Stars and Stripes or Bunker Hill. But the other name has been so widely circulated that even the Panama Exposition people are calling the race the Grand Prix.

E. C. J. MacShane has returned to New York and the Mercer salesroom, after a month spent in hobnobbing with the haughty monarchs of Palm Beach and other fashionable Florida resorts. Thus far he has not been communicative about his experiences, although he admits having picked up several valuable pointers. "I could not help noticing," he said, "that celluloid collars are no longer de rigueur with the best dressers."

Notes of the Auto Trade In and Out of New York

Mr. Davis says, "It kept us in the open air. But it was a little too expensive."

CHASSAGNE TO DRIVE Will Get Furlough to Handle Wheel of Sunbeam.

Jean Chassagne, holder of the world's hour record and one of the foremost drivers of Europe, has been named by the Sunbeam company to take the place of Dario Resta at the wheel of its second entry in the next Indianapolis 500-mile race.

Chassagne has been serving as artilleryman in a naval fort at Marseilles. When Resta quit the Sunbeam company to drive a Peugeot the importunities were redoubled, with the result that Chassagne has been promised a furlough. It is thought Marseilles' comparative security from attack—laved a large part in this result.

B. W. Twyman, president of the Interstate Automobile Company, of Muncie, Ind., visited George Garland, New York distributor, on Thursday last. Like a majority of the other Western motor car manufacturers, he is very optimistic over the outlook for big business.

The flexibility of the eight-cylinder car, and of the Cadillac in particular, was well demonstrated a few days ago in a test conducted in Seattle, Wash., with a car carrying five passengers, three of whom were designated observers. On a level pavement for a distance of 1,211 feet (about a quarter of a mile) the car averaged a speed of 136 miles an hour on high gear. At times the speedometer registered as low as one mile, fluctuating between that and two miles over the entire route.

After the car had been throttled down the driver left his seat and for an entire block walked backward in front of the slow moving Cadillac, which made its way in stately attention to the steering wheel or throttle. The time consumed in making the 1,211 feet was 8 minutes 33.5 seconds, timed by a stop watch. This is probably a new low mark for a car in high gear, and one of which the makers may well be proud.

The Cole Motor Company, it is announced, has contracted for the entire output of the Northway Motor Company's eight-cylinder motors. This company is one of the largest in the industry, but its output of "eights" is, of course, unknown.

An endless chain for the assembling of cars is being installed by the Saxon Motor Company, of Detroit. The speed of the chain may be varied to suit requirements. It will carry the cars through the different stages of assembling from the time that the frame,

Next Show Opens New Year's Eve

With the echoes of the recent shows barely dying away, the National Automobile Chamber of Commerce has met and selected dates for the next similar exhibitions in this city and Chicago. The 1916 show at Grand Central Palace will open on New Year's Eve, and in the Windy City on January 22. Official reports show that the 1915 shows broke all attendance and business records. February shipments of motor cars were 11,064, as compared with 10,572 in the same month a year ago.

serious disarrangement when they are neglected.

Hanson Robinson has been appointed Philadelphia district representative for Dodge Brothers, a position made vacant by the death of F. L. Jones. Up to this time the work has been handled by C. W. Matheson, New York representative. Mr. Robinson has had seven years' experience in various capacities and is well known in the industry.

The latest convert to the jitney 'bus proposition is John N. Willys, president of the Willys-Overland Company. Mr. Willys, who is at present in California, the home of the jitney idea, has made a study of the service and demand, and sees for the 5-cent service a great future. He cites London as the first city to break away from the trolley in favor of buses, and points out that dozens of bus services have been established between towns and cities. The English bus lines, he says, make good profits, in spite of the high price of gasoline.

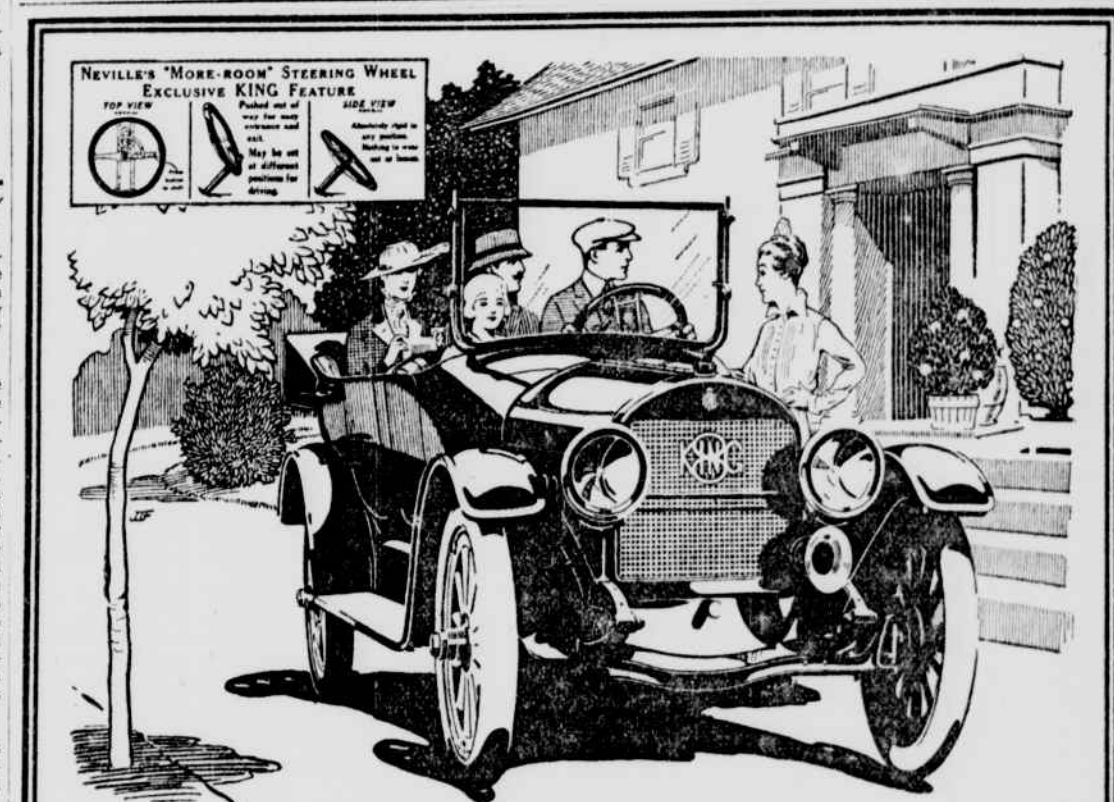
The big demand for Locomobile worm drive trucks both at home and abroad has in no way interfered with the production of pleasure cars, which continues at the rate of four a day.

New capital has been enlisted by the

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Management of Brooklyn Motor Vehicle Dealers' Ass'n
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Every motorist has longed for an engine of such performance

From a creeping mile and a fraction to a racing fifty without gear-changing. Can gather speed to thirty miles an hour in twenty seconds. Silent and velvet-running. Practically without vibration. Powerful—A leveler of hills and a camel on sands. The most accessible Eight. Camshaft and valve gear—exposed in a moment. Fifteen to twenty miles to a gallon. Economical in oil, tires and repairs as a good moderate-price car. America's original Cantilever Spring Car. Perfect riding comfort without shock absorbers. Car holds to the road, however rough. Famous Ward Leonard electric starting and lighting system and engine-driven tire pump. Complete equipment. Roomy as a Six of 119" wheel base. Wide doors. Deep, tilted seats. Long foot room. Of King design and of King efficiency, built in the King factory by King profit-sharing workmen. In the first two months of this year the King Company had received six times as many orders as in the same two months of last year. Why? Foreign shipments of King cars for February were five times greater than those of any other month in King history? Why? RIDE IN THIS EIGHT! It will spill you for the car you have or the other cars you know.

KING MOTOR CAR AGENCY, Broadway at 52nd St., New York
BROOKLYN—Carpenter Motor-Vehicle Co., 1239 Fulton St.
Service Dept., 250 West 84th St., New York.

RESTA REPEATS BY WINNING THE VANDERBILT CUP

Peugeot Driver Defeats Wilcox in Auto Race at Exposition.

PULLEN CAPTURES THE THIRD MONEY

Average Is 67½ Miles an Hour, a Big Advance Over Figures of a Week Ago.

[The Tribune to the Tribune.] San Francisco, March 6.—Dario Resta, the noted Italian driver, who won the grand prize automobile race at San Francisco a week ago, repeated by winning the famous Vanderbilt Cup race in a Peugeot car here today in 4 hours 57 minutes and 37 seconds. His average time for the 300-mile course was 67½ miles an hour.

Howard Wilcox, in a Stutz, was second, in 4:58:36, and Eddie Pullen, in a Mercer, finished third in 5:05:37.

The time is considered fast, in view of the fact that the track has many sharp turns. Before the race started experts predicted that an average of 60 miles an hour would mark the limit of safety.

The race was started promptly at 2:30 p. m., when the first three men—Resta in a Chevrolet, Ralph De Palma in a Mercedes and Resta in his Peugeot—shot from their marks. Fifteen minutes later Pullen, Caleb Bragg and Joe Rickenbacker were sent away. The entire field of thirty-two cars was dispatched at fifteen-second intervals, and had to circle the course seventy-seven times to complete the race.

The weather conditions were ideal for the track lightning fast, while a tremendous crowd jammed its way into every possible vantage point in the Panama-Pacific International Exposition grounds.

"Wild Bob" Burman, in a big Case, who broke the course record on Friday by travelling a lap at the rate of seventy-one miles an hour, came to grief when more than half the distance had been completed. Burman's car turned turtle at the right angle turn, near the Palace of Machinery, and he and Joe Cleary, his mechanic, were hurled out. Both were unconscious when picked up and were rushed to a hospital. Burman soon recovered, but Cleary had both legs, his shoulder and two ribs broken. His condition is serious.

The first accident occurred when a wheel from Kennedy's car, an Edwards Special, flew off, struck a spectator, knocking him unconscious, and then bounded off to one side of the course. Kennedy was not injured, and after hastily replacing the wheel drove like a field in his efforts to catch the leaders.

Rickenbacker took the lead at the beginning of the third lap, but his motor went wrong soon afterward, and he withdrew at the end of the sixth lap. Le Cain and Nikrent withdrew shortly afterward.

Resta was always well up with the leaders, and took the lead at the end of the twelfth lap, holding his advantage on almost every lap. When the fourth circuit had been completed, Resta led, Wilcox had pulled up to second place, about two minutes behind; Burman was third and Pullen fourth.

As in the Grand Prize race a week ago, the winning car was equipped with Nassau tires.

CHANDLER SIX "The Six With the Marvelous Motor"

\$1295

Check Up Any "Competing" Car with the Chandler

THE Chandler now sells at a lower price than any other six of standard touring car size. Still, no other car selling at less than \$2000 possesses all the high grade features of design, construction and equipment found on the Chandler.

Motor The Chandler offers you the exclusive Chandler design and Chandler make motor, a powerful, quiet, economical, beautifully finished motor that you can be proud of.

Ignition What of ignition on the "other car"? Has it a magneto? Has it the Bosch? The Chandler has the Bosch magneto. And Bosch spark plugs too.

Starting and Lighting Has the "other car" a simple, efficient separate unit electric starting and lighting system? The Chandler has the standard Gray & Davis.

Carburetion What carburetor is on the "other car"? Is it an unknown or a doubtful? Chandler has the famous Rayfield.

Radiation There's a lot of difference in radiators. Car builders who put quality above price select the Mayo Genuine Mercedes Type. That's the Chandler radiator.

Motor Base The Chandler cast aluminum motor base, extending from frame to frame, gives rigidity to the engine mounting, provides pedestals for magneto, pump and generator and does away with the necessity for a dirty, rattly sheet metal drip pan.

Motor Drive What do you find on the "other car," gears that are bound to be noisy? Chandler has enclosed silent chains running in oil.

Upholstery What about the "other car"? Has it thin, flimsy split leather, machine buffed, or has it genuine leather of fine substance and hand buffed, like the Chandler leather? The Chandler cushions are hair.

Rear Axle You have heard a lot of noisy rear axles, haven't you? The Chandler has the new worm-bevel axle, smooth running and silent.

Workmanship It is easy to check up the workmanship. The finish of the body, the interior of the body and the chassis down underneath are examples of splendid workmanship.

Miscellaneous Chandler equipment includes Firestone demountable rims, Golde patent one-man top with jiffy curtains, Bair patent top holders, motor-driven horn, speedometer, instantly adjustable tire carrier in rear of tonneau, and all incidental equipment.

Come See the Chandler Now Five and seven-passenger touring bodies; \$1295

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